



US Army Corps
of Engineers®
New York District

Eastchester Creek, NY

Federal Navigation Channel Maintenance and Stewardship

FACT SHEET

DECEMBER 2008

DESCRIPTION: With FY09 funds, Engineering and Design, including sampling and testing for possible future upland placement of maintenance material from the Creek and Bay will be completed.

AUTHORIZATION: The existing project was adopted in 1930 and modified in 1950. The 1950 project provides for a channel 10 ft. deep and generally 150 ft. wide from Long Island Sound through Eastchester Bay to a point 700 ft. below the Boston Post Road Bridge, and thence 70 ft. wide extending to a point where the creek divides into a Y, thence approximately 1,000 ft. into the east branch of the Y and approximately 500 ft. into the west branch of the Y; a passing basin south of the Boston Post Road Bridge; widening of the channel at the Boston Post Road Bridge; and for construction of a check dam at the head of navigation.

No work has been done under the project modification adopted in 1950. Maintenance dredging has been performed under the previous project adopted in 1930 which provided for a channel 8 ft. deep and generally 150 ft. wide from Long Island Sound through East Chester Bay to a point 700 ft. below the Boston Post Road Bridge, and thence 70 ft. wide to the northern terminus of the project, about 300 ft. above the Fulton Street Bridge.

The 1950 project has not been constructed because the local interests (City of New York, City of Mount Vernon and Village of Pelham) failed to furnish a suitable disposal site for the construction and subsequent maintenance of the project. The Y portion of the project has been de-authorized by the provision of the Water Resources Development Act of 1986.

COMMERCE: 895,000 tons of cargo is transported through this channel annually (2004 WCS). Petroleum, sand and gravel, and scrap metal are transported to thirteen docks located on the channel. Creek supports combined petroleum storage facilities of 39 steel storage tanks with the capacity to store 217,550 barrels of petroleum (ref. Port Series #5, 1999).

STATUS: The project was last dredged to 8 ft. deep (under the 1930 authorization) in 1989 with the removal of approx. 36,000 cubic yards of sediment. The dredged material was disposed of at the Mud Dump Site and the Central Long Island Sound Disposal Site. Subsequently, the dredged material from the Eastchester Creek has been found to be not suitable for ocean disposal. Engineering and design effort to explore alternative disposal was undertaken as a possible candidate for a decontamination demonstration project with USEPA in 1999. A required dewatering site for dredged material from the demonstration project was not available. In 4th Q FY2008, sampling and testing of the dredged material for possible future upland placement is planned subject to available funds.

It should be noted that no project specific upland disposal site has been identified. Engineering and Design, including upland sampling and testing for future maintenance dredging will be completed this year.

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